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THE HONGKONG DISPENSARY.

authorising the *China Gazette* to reproduce his views on the case of the *Sepao* prisoners, the French journal proceeds to state that it is well known that in Hongkong a welcome is extended to those who conspire against the re-establishment of peace in South China and strive to upset the Manchu dynasty—an accusation which will be heard with no little surprise down here, where we are still wondering whether any penalty at all will attach to the promoters of the atrocious murder in Gage Street. Finally our contemporary expresses its great astonishment at the intervention of Mr. BALFOUR in a question where he has not the sole right to speak. Such intervention, declares the *Echo*, is particularly untimely, since it is not at the moment when the solution of a difficult question (that of the *Sepao* prisoners) demands the co-operation of all well-disposed people that another very grave question ought to be raised, namely, that of the international character of the foreign concessions at Shanghai, on which question, concludes the writer, "compromise is impossible. We can only express our surprise that an experienced man like Mr. LAMARCA, the Editor of *L'Echo de Chine*, can take up such a position, which, in opposition to the dictates of humanity and fairness, is a singular admission to facts. The *North-China Daily News* states, the case very fully when it says: "The predominant position of Great Britain in Shanghai is a fact which cannot be 'whittled away by timid and ill-tempered' leading articles. If Great Britain says 'that the *Sepao* prisoners shall not be given up, they will not be given up, and as nobody wants them to be given up, it is a good thing that Great Britain has 'put her foot down.' It was stated recently that the two Powers who express a willingness to hand over the *Sepao* prisoners to the Chinese authorities were Russia and France. Easily credible in the case of Russia, the charge was not believed against France. Yet the attitude of *L'Echo de Chine* might almost persuade us to give credence to the report. We have seldom seen lately so miserable an example of petty jealousy as that exhibited by our French contemporary in Shanghai.

There are at present five foreign gunboats at Canton—three French, one British and one German.

There are five cases down for disposal at the Criminal Sessions which begin to-day. The most serious case is that in which Police Sergeant Brimble is charged with manslaughter.

The visitors to the City Hall Library and Museum for the week ending 15th August were 208 non-Chinese and 74 Chinese to the former and 49 non-Chinese and 2,201 Chinese to the latter institution.

The H.K. & C. M. S. B. Co.'s new steamer *Tuckling* (Captain Webster) has gone to Canton and will, we understand, enter on the West River trade, in addition to the two steamers now running—the *Nanhai* and the *Saiman*.

A consignment of walrus arrived on the *Changsha* from Australia yesterday and attracted a lot of attention on their way along Queen's Road to Kennedy's Stables. The animals are bound for Yokohama and are merely being transhipped here.

During the current year the minting of silver dollars and 10-cent pieces at the Canton Mint has been almost nil, while 20-cent pieces have formed the bulk of the new coins issued. This development has made itself evident in the Hongkong money-market, which is at present flooded with 20-cent pieces.

We have received from Messrs. A. S. Watson & Co., Ltd., copies of their catalogue (printed at this office) of vegetable and flower seeds, with hints for gardening, for the season 1913-1914. This is a useful little book for the amateur gardener and the market gardener alike. The seeds are given in alphabetical order, with their prices, and the catalogue number of each is printed in English and Chinese.

On the evening of the 5th inst. shipping circles in Singapore were startled by the news that war had broken out between Japan and Russia. The *Straits Times* records that a Chinese firm had reserved cargo space for 550 tons of rice for Japan by the N.Y.K. s.s. *Inaba Maru*, sailing on the 6th. At the last minute they declined to send it on board, on the grounds that with war in the air the insurance people would have nothing to do with it if shipped by a vessel flying the red ensign.

The *City of Peking* is not likely to do much more service at sea, says an American paper. It must be nearly thirty years since she and her sister "Levinthal" as they were called, came out of the old Roads yards, the first big modern passenger steamers of American build. The *Peking's* consort, the *City of Tokyo*, did not last long, an accident sending her to the bottom. As for the *Peking*, although having some vicissitudes, she has made a good deal of money for her owners and will be remembered with goodwill by those who travelled in her when there was nothing better about in this ocean.

Lord Brassey, speaking at the City Liberal Club in London last month, spoke of Japan as a tropical country! Yet Lord Brassey's name is generally associated with travelling.

In a recent cricket match between Penang and Solangor, the latter, who were the home team, made 158 and the visitors 129. Penang followed on and were all out for 130, a score which was sufficient to win. Solangor only making 85. Two football matches were played also, both were drawn.

Early this month, according to home papers, an international lawn tennis match, Britain v. United States, was to take place at Longwood, near Boston. The British team is—Messrs. R. F. Doherty, H. L. Doherty, H. S. Mahony, and W. H. Collins (captain). The American team probably consists of Mr. W. A. Larned and the Messrs. Wrenn.

Lieut. Prior, 17th Lancers, one of the gentlemen implicated in the notorious "Cape" "ragging" case, was last month fined £5. for assaulting a solicitor's clerk who was endeavouring to serve a writ upon him. The statements of the prosecutor and defendant were very discordant, and the magistrate remarked that it was painful in the extreme to be called upon to disbelieve the evidence of an Army officer, whose word was usually held in as sacred.

With reference to Lord Roberts's request for possession of Boer family Bibles after the late war, a correspondent writes to the *Times*: "I suggest that all kindness and brotherhood ought to be shown, and when brotherlier returns are my signet ring that belonged to my father and a pony that I 'lost great sorrow by,' as well as a few other trifles, such as boots and uniforms, I shall have much pleasure in returning a Bible that I saved from being burnt in a certain farmhouse in the O.F.S."

The array of grievances set forth recently in General Louis Botha's letter aroused little interest or sympathy in Germany. The *National-Zeitung*, which usually takes a commonsensical view of affairs in South Africa, according to the *Times* Berlin correspondent, is a little disappointed in the letter, which with which the people have thrown themselves into work again he ought to draw his conclusions from this fact and take part in the work rather than sow discontent by agitating. The impression is strongly borne in upon one that the former leaders occupy themselves with agitation principally because they cannot make up their minds to give up the prominent position which their services in war gave them. They cannot find their way back into their former position of farmers and cattle-breeds, and they see in a political agitation the possibility of continuing to play a certain part. They should, however, remember that as politicians they may easily do as much harm as in the capacity of Generals they did service to their own reputations and to their people.

On the 14th ult. Captain Hemphill of the United States battleship *Kearney*, lying at Portsmouth, received instructions to clear the ship's port, fill her bunkers with the best coal, and go at the highest speed, with natural draught, to Frenchman's Bay, China. This is the first occasion, in time of peace, that an U.S. battleship has been subjected to such a service. It recalls the similar voyage of the *Oregon* during the war with Spain. A Washington telegram says that great interest was felt in naval circles in the result of the trans-Pacific cruise of the *Kearney*. It was expected that the highest speed for an American battleship of the *Kearney's* type might be established on this trip. It was estimated that 1,500 tons of coal would take the *Kearney* across, at thirteen and one-half knots an hour, within ten days, provided good weather was encountered. The *Kearney* made a very remarkable record in the trip across to Kiel from New York. Indeed, for her type and tonnage, her record was the best ever made. The total distance was 3,345 miles from New York to The Needles, was run at the high speed of 16.62 miles an hour. The trip was made without a stop.

Writing on the 14th ult., the Shanghai correspondent of the *Times* said: "Serious friction has arisen between Sheng Tzuen and Mr. Gray, general manager of the American China Development Company, on financial and other questions with regard to the purchase of right-of-way and the construction of the Hankow-Canton railway. Sheng has requested the Chinese Minister in Washington to defer his signature of the first mortgage bonds, which are deliverable to the company under the terms of the contract. The result is a deadlock, and the matter has been referred to the United States Legation. Sheng explains that his action has been taken as the result of his personal objections to Mr. Gray, but it is difficult to credit this statement, and it is certain that whatever impatience he has recently displayed by the representative of the American company has been directly due to the fact that Sheng has ignored his reasonable protests, has declined to discuss urgent questions, and has failed to reply to communications, the work of construction being blocked and the engineers compelled to idleness owing to his unbusinesslike methods. Well-informed Chinese do not hesitate to express the opinion that Sheng desires to substitute Belgian for American control over the work of construction. The position renders it necessary that the United States Government should insist on the strict fulfilment of the contract and on the cessation of vexatious obstructions and delays.

TELEGRAMS.

"DAILY PRESS" SERVICE.

TERRIBLE OUTBREAK ON A BUTTERFIELD STEAMER.

(FROM OUR CORRESPONDENT.)

SHANGHAI, 17th August, 3.55 p.m.

FIVE DEATHS FROM CHOLERA—FOUR EUROPEAN.

Messrs. Butterfield and Swire's steamer *Poyang* is in quarantine at Kiangning. Captain Phillips, Chief Engineer Campbell, the chief mate, second engineer, and Chinese pilot are all dead of cholera, while two more of the crew are sick.

[The *Poyang* is a steamer belonging to Messrs. Butterfield and Swire, which came from Shanghai to Hankow. We could obtain no further particulars at the Hongkong office last evening. In the latest Shanghai *Hong List* Captain Vallack is registered as in command of the *Poyang*, and Mr. Murray as chief engineer, so that there have evidently been changes since the beginning of the year.—E.D.P.]

REUTERS' SERVICE.

LORD SALISBURY'S ILLNESS.

LONDON, 15th August.

The condition of Lord Salisbury is very grave.

THE HUMBERT TRIAL.

LONDON, 17th August.

The official liquidator of Humbert's property, in giving evidence, estimated a deficiency of £468,000.

THE BALKAN TROUBLES.

LONDON, 15th August.

A quantity of ammunition for Macedonia has been confiscated at the Balgrad, Customs House, packed in cases marked hardware.

A squadron of the Russian Black Sea fleet at Sebastopol has been ordered to Turkish waters.

Russia, with a view to the pacification of Macedonia, has demanded the punishment of all officials guilty of excesses and the re-employment of foreign officers in the Gendarmerie Police.

THE MURDER OF M. ROSTKOWSKY.

LONDON, 15th August.

M. Rostkowsky's widow has declined the indemnity and returned her late husband's Turkish decorations.

THE HEAVY-WEIGHT BOXING CHAMPIONSHIP.

LONDON, 15th August.

Jeffries beat Corbett for the heavy-weight championship in ten rounds.

HEALTH OF THE COLONY.

Two cases of plague (Chinese; one fatal) were notified during the day ended at noon yesterday, which, including 13 cases that occurred during the week ended at noon on Saturday, the 15th inst. (12 Chinese, 11 of whom died, and 1 Indian), bring the total for the year to date up to 1,397. There were no cases of communicable disease other than plague during the week ended on Saturday last.

TO-DAY'S AUSTRO-HUNGARIAN CELEBRATION.

To-day is the birthday of H.M. Franz Joseph, Emperor of Austria-Hungary. All nations, and especially the English, who have had secular alliance with Austria, wish prolonged life to the sovereign who through a long and stormy reign has ruled his people with wisdom, guiding their love by the success achieved in surmounting difficulties.

The celebration will be unprecedented in Hongkong, as it is the first time that an Austrian man-of-war has been in harbour for the occasion. H.M.S. *Karl VI* received special orders from home to be here for this day. The celebration, indeed, commenced last night, when the *Karl VI* fired a salute to mark the end of the year of the Emperor's life. Afterwards the Captain and officers, together with the members of the Austrian colony and the captains of the *Persia* and *Marguis Duquesne* dined at the residence of the Acting Consul, Mr. Volpicelli (Consul General for Italy), while the ship's band played *Marche* music. After a few appropriate words by the Consul they drank the health of the Emperor, while the band played the beautiful Austrian national anthem. We hear that the residents of the Peak much appreciated the unexpected music.

To-day the *Karl VI* will fire a salute at 8 a.m., another at noon, when all the other man-of-war will respond, and a final one at sunset. There will be a large tiffin party on board, and when Captain Dreger and his guests drink the Emperor's health a salute will be fired.

THE CASE OF INSPECTOR MCEWEN.

Acting on behalf of Inspector R. G. McEwen, Messrs. Wilkinson & Crist, solicitors, applied to the Government to refund their client's expenses in defending himself against the charges recently brought against him, and have received a communication from the Hon. F. H. May, Colonial Secretary, to the effect that H.E. the Governor cannot see his way to grant the application. This means that Inspector McEwen will have to meet the expenses of his trial himself as best he can. He is not a rich man by any manner of means, and the paying of such heavy legal costs as he incurred in defending himself against the charges of accepting bribes from the poultry guilds of the Central and Western Markets—charges that the special jury which tried him showed by their unanimous verdict for the prisoner to be false—will make a serious call on his resources. Without commenting in any way on the attitude the Government has adopted in the matter, it is surely not to be wondered at that Inspector McEwen, who is a man of high character and a devoted servant of the Government, should be annoyed at the result of the case against him. The result of the case against Inspector McEwen, although the verdict was altogether in his favour, is a triumph for the poultry guilds and those behind the poultry guilds, for not only have they achieved their purpose and had him removed from the markets, but they have seriously affected him in pocket. It was shown at the trial that Inspector McEwen carried out the duties of his office rigorously and impartially, and that the condition of the markets was never so clean as when in his care. That surely ought to satisfy the Government. If the verdict of the jury is alone not sufficient to do it, that is a good, trustworthy servant and worthy of every encouragement as such. Inspector McEwen is not the only man whose interests are at stake; there are other civil servants in the Colony who are concerned and who would like to feel that they cannot be made the plaything of spite without some hope of getting their own back. Inspector McEwen did his duty, and if one's duty is to have nothing but the possibility of social and financial ruin for its reward, then the lot of civil servants in this Colony of the class of Inspector McEwen is not a happy one.

POLLARD COMEDY COMPANY. AT THE THEATRE ROYAL.

"MY FRIEND FROM INDIA." If "money makes the mare to go," nothing conduces so much more to a merry pace in a comedy season than quick changes in the programme. Mr. Pollard came here with a quiver full of good things, and he has not failed to give us of his best. The putting on of a fresh piece every third night is like to tax the best-stocked repertory, but it has been the policy of the management to let the public have the choicest things at their disposal and that policy has been more than justified by the success which has already attended the Company in Hongkong. Last evening another hit was made in the production of *My Friend from India*, a rollicking comedy, facile as to action, boasting of a plot sufficiently cohesive to carry the march of events along, and on the whole, very laughable and amusing. We have already given a detailed account of the play, so it is unnecessary to enter upon a repetition of it here except to say that the story turns round the efforts of Erasmus Underholt, a retired port-packer, to "get into society." One night his gracious son Charles after a night out brings home a companion; and next morning, to escape from the consequences of his overnight misdeeds, Charles gets him to impersonate the Rev. James Tweedle, a name picked promiscuously from a list of foreign passengers arriving. Other complications arise, of course, and in the disentanglement of the characters from their false positions there is ample room for fun and much subject for merriment.

In no place that the Pollard Company has so far put on have there been such opportunities given for the bringing out of the individual capabilities of the members. In the productions that have gone before, there have been characters which called for the exercise of considerable powers on the part of certain of the artists, and in no case was this called in vain. But *My Friend from India* is a comedy which demands much of all its exponents and to the credit of the Company it is to be related that there was not a weak spot in the representation of the piece at their hands. To begin with, the stage mounting was better and more harmonious than has been the case in any of the previous scores of *My Friend from India*, and that is saying a good deal for Mr. Edward Naff, who looked in the dressing of the piece with an artistic and with a careful and critical eye. Then so far as his acting is concerned he has hardly yet essayed a part in which he has appeared to better advantage than in that A. Keen Shaver, the sham pundit from India. He simply kept the spectators in roars of laughter while he was in possession of the stage. Mr. Harold Carr also did honours in the role of Erasmus Underholt, the port-packer—a capital study as regards both method and make-up. Mr. Westworth Watson's Charles was an impersonation that struck one as being convincingly real and good. In the part of a Society belle Miss Ada Lawrence did all that was required of her in a manner to charm the eye. Miss E. McDonald and Miss Grace Dale did well, other in their graceful impersonation of the two daughters of old Underholt; and Miss Millie Ascoli and Miss Blanche Clements gave a marvellous exposition of their abilities. The Jennings of Mr. Murray French was worthy of special remark and all the other characters were suitably allotted.

The cast is appended:—
A. Keen Shaver Mr. Edward Naff.
Erasmus Underholt Mr. Harold Carr.
Charles Mr. Westworth Watson.
Tom Valentine Mr. Percy Mayne.
Rev. James Tweedle Mr. Alfred Talbot.
Jenny Mr. Percy Lynch.
Bill Finnelly Mr. R. Wilson Edison.
Ted Rafferty Mr. Charles Albert.
Miss Marion Hayte Miss Ada Lawrence.
Gertrude Miss Eva McDonald.
Bernice Miss Grace Dale.
Mrs. Beckman Street Miss Blanche Clements.
Miss Vera Hamilton Miss Marjorie To post.
Tilly Miss Millie Ascoli.
To-night *My Friend from India* will be repeated. To-morrow night *Charles's Aunt* will be staged.

CORRESPONDENCE.

NON-EFFICIENT VOLUNTEERS.

TO THE EDITOR OF THIS "DAILY PRESS."

Hongkong, 17th August.

Sir,—It is rather a pity that the question of the efficiency or non-efficiency of Volunteers should have come to be discussed in public print, but since the ball has been set rolling I may as well give it a kick. Volunteers, like poets, are born, not made, and I am rather afraid the Hongkong Volunteer Corps has been unfortunate in the matter of its births. It doesn't seem to have got hold of the right stuff. Now, I am a Volunteer here, and have been one too at home, and I must honestly say I never stood in line anywhere with individuals possessing more peculiar notions on the subject of amateur soldiering than here. Some appear to imagine that a solemn volunteer is the wearing of a uniform that shall be as much in the style of a fashion plate as possible. What can you make of a man who complains that "the bally uniform is too much like an ordinary Tommy's, old chap; people think we're soldiers"? Should not he rather feel proud that people make such a mistake and pay him a compliment that neither his appearance nor his intellect entitles him to? Now an agitation has been started in the Corps for a new pattern of dress uniform, something presumably with a lot of buttons and braid that will look nice in a photograph. The thing is a farce. Look at the contingent that went home for the Coronation. Were the uniforms that prompted its members to come forward in any way the outcome of a patriotic desire to see this Far Eastern portion of the Empire fittingly represented at such an historic ceremony? Not by a long chalk. One, I know, had terminated his engagement here, and his trip furnished such an easy means of getting back home; besides, there was the journey over Canada, with enough cheap romance at the end to fill a penny novel—the music of the bands, the cheers of the crowd, and the tramp of "the men who drink." There are other cases that could be cited, but time and space and a perhaps misplaced regard for the susceptibilities will not permit of their being dealt with. The plea to see some types of Volunteer, though, is at the annual instruction camp, when, seated at the long deal table and drumming impatiently with his fingers on the white cloth covering it, one calls for "more pudding, boy, chop-chop," in a voice whose volume would make any ordinary company sergeant-major sit up in round-eyed amazement. Then, dinner over, our hero flicks the crumbs off his uniform, still showing the creases and emitting an odour of campfire, lights a cigarette, and strolls to the canteen, where, over a cherry brandy, he talks of six-inch guns, etc., with all the air and none of the knowledge of a veteran. But they are not all like this; there are in the Corps men who would be an acquisition in any body of civilian soldiers, and these do their best to maintain the traditions of the regiment to which they have devoted their services. They have a hard fight of it, and though the victory is not so complete as it might be, they succeed at least in imparting to the Corps something of the appearance of trained, disciplined men. Then are the Volunteers we want—not persons whose ambitions never soar beyond the forage cap stuck at a foaming angle over their right ear. Such men are worse than useless, and the sooner they resign the sooner will come peace to the mind of—Yours, etc.,

TWO STRIPES.

FRANCE AND SIAM.

The *Saigon Opinion* has discovered that the Danes are insinuating themselves into the French sphere of influence in the Siam valley, where the Germans and the Japanese are also beginning to show themselves. The Japanese are evidently an avowed bogy to the French in Siam. The *Journal de Paris* last month published a letter from Bangkok in which the writer says, "I am sure that the energetic and well-calculated endeavours of the Sino-Japanese Club, founded by the Minister of Japan at Bangkok, have been transformed into the 'Oriental Chamber of Commerce,' which has assumed the task of uniting and developing the interests of the Chinese and Japanese in Siam. 'The epithet 'commerces' can only screen the political ambitions of the Japanese from the simple-minded or from those who do not wish to see,' says the *Journal's* correspondent. 'As a matter of fact, these Asiatic notes that for a long time past Chinese commerce and industry, the merchants and small traders of the Central Empire as well as its artisans and even its coolies, have constituted the vital force of Siam. They are a mass ready to move and direct owing to their organisation in societies. ... If Japan knows how to take advantage of this powerful means of action, and she has already learned to do so, she will in a short time have the whole country in her hands. What resistance can indolent Siam offer to the three co-operating forces of commerce, credit, and numbers? Japan scarcely takes any further pains to conceal her intentions. After having united the most influential members of the Chinese population in a club, she has established an instrument of active propaganda in the shape of a newspaper. The funds subscribed for this purpose by the Japanese colony have been sufficient to permit of the importation from Tokyo of a complete printing plant and an experienced staff.' The latter note is indeed terrible.

LATEST STEAMER MOVEMENTS.

The O. & O. steamer *Doric*, with mails, &c., left Shanghai, for this port on the 17th inst., at 11 a.m.
The P. & O. steamer *Socotra* left Singapore for this port on the 15th inst., at 10 a.m.
The steamer *Zafra* left Manila on the 15th inst. p.m., and is due here this morning.
The C.P.R. steamer *Alcantara* arrived at Shanghai at 3 p.m. on the 16th inst., and left again at 1.30 p.m. on the 16th for Nagasaki, where she is due to arrive at 6 a.m., to-day.
The C.P.R. steamer *Tartar* arrived at Vancouver at 6.30 a.m. on the 15th inst.
The Boston Tow Boat Co.'s steamer *Ivra* arrived at Yokohama on the 16th inst.

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX STREET.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 18th August, 1913.

It might naturally have been thought that the decision came to in the matter of the *Sepao* affair at Shanghai would give satisfaction among the European residents in that port. There was a danger that six Chinese reformers, trusting in the protection afforded by residence in an European settlement, might be handed over to the Chinese authorities to be summarily decapitated according to Imperial edict, perhaps after the horrible preliminaries which occurred in the case of SHEN KE-WEI at Peking. This danger has been averted, thanks to the action of the British Government, on this occasion fortunately well posted by its advisers in China. It might have been expected, we say, that the European residents in Shanghai would feel satisfaction. But what do we find? The French paper in Shanghai, *L'Echo de Chine*, in its issue of the 9th inst. came out with a leading article, signed by the Editor, in which it angrily resented the action of the French Government. The opening words of this effusion were to the following effect:—"Mr. BALFOUR has been 'good' enough to speak. In answer to a 'question put by Mr. H. NORMAN, he has declared in the House of Commons that 'Sir ENEAS SARGOL has received telegraphic instructions not to surrender the *Sepao* prisoners. We would ask one simple 'question': what has that got to do with us? Is Mr. BALFOUR in charge of the 'policing of the International concession of Shanghai?' The word 'international' is printed by our contemporary in large capitals. *L'Echo de Chine* goes on to say that the British Government's conduct provokes the other foreign Powers to show that they are in Shanghai for other purposes than supporting British policy, and an attack on Mr. MANDELKIN for

SUPREME COURT.

Monday, 17th August.

IN ORIGINAL JURISDICTION.

BEFORE THE HONOURABLE SIR WILLIAM M. GORDON (CHIEF JUSTICE).

THE TWO COTTON SPINNING AND WEAVING CO., LTD.

In the matter of the Two Cotton Spinning and Weaving Co., Ltd., and the Companies Ordinance of 1877 and 1886, Hon. Mr. E. Pollock, K.C., barrister-at-law (instructed by Mr. J. Hastings & Messrs. Deacon & Hastings, solicitors), appeared in support of a petition for confirming a special resolution reducing the capital of the above-mentioned Company from £1,750,000 to £1,750,000.

Hon. Mr. Pollock stated that according to the special resolution, which had been duly passed at a meeting of the Company in Shanghai in July of last year, it was provided that the capital of the Company be reduced from the sum of £1,750,000, divided into 17,500 shares of £100 each, to the sum of £1,750,000, divided into 15,000 fully paid up shares of £100 each, and that such reduction be effected by cancelling the 2,500 shares of £100 each which have not been issued, and by cancelling capital which has been lost or is unrepresented by available assets to the extent of £100 per share upon each of the 15,000 fully paid up shares which have been issued and are now outstanding. The Court was now petitioned, under the Companies Ordinance, to confirm that resolution.

His Lordship said he had looked into the papers and he saw from the petition that it was expressly stated that the reduction of capital did not involve either the diminution of any liability in respect of unpaid capital or the payment to any shareholder of any paid up capital. That being so, he understood the creditors were practically unaffected by this.

Hon. Mr. Pollock—That is so, my Lord.

His Lordship granted the petition.

The Court adjourned.

BEFORE HIS HONOUR A. G. WISE (JUDGE).

ACTION AGAINST THE ATTORNEY-GENERAL. His Lordship gave judgment in the case in which the Hongkong, Canton and Macao Steamboat Co., Ltd., sued the Attorney-General for damages in reference to the erection of a wharf on the wharf of the Company's wharf on the Praya, Mr. E. H. Sharp, K.C. (instructed by Mr. H. J. Geddes of Messrs. Johnson, Stokes & Master, solicitors), appeared for the plaintiff, and on the other side the Hon. Attorney-General, Sir Henry S. Berkeley, appeared (instructed by Mr. F. B. L. Bewley, Crown Solicitor).

His Lordship said—In this case the plaintiff claims damages for the breach of the provisions of a verbal agreement and Crown lease, and for the obstruction thereof. There were also certain other allegations in the pleadings as to illegal searching, but as no mention is made on those points in the claim, and as I am clearly of opinion that the plaintiff could not recover damages under those heads, I shall ignore the point altogether. The facts are shortly as follows—In or about December, 1899, the plaintiff entered into a verbal agreement with the Government for the erection of a wharf, and the said verbal agreement continued in force until the execution of a Crown lease, dated October 1, 1901, which was for a period of 28 years from January 1, 1900. By this Crown lease the right of erecting and maintaining the wharf was demised to the plaintiff. Prior to the execution of the said Crown lease (October 1, 1901), the Government erected a wharf over the sea against the eastern side of the said wharf. After the commencement of these proceedings this wharf was injured in a typhoon and the Government erected another one about five feet away from the wharf. The materials were used by the plaintiff for searching passengers. The plaintiff complained that these materials caused an obstruction and interfered with their right of access and therefore were in breach of the provisions of their original verbal agreement and subsequent Crown lease. After the pleadings had been filed the Court ordered that an issue or issues of law should be framed and disposed of as a preliminary step. Accordingly the following issue of law was agreed upon:—Assuming that the acts, facts, matters, and things alleged in the amended statement of claim and reply (included by consent) are proved, do they constitute a cause of action by the plaintiff against the defendant? Before going into the case I had better dispose of the point raised by the plaintiff which if decided in their favour put an end to the action at once.

In the amended statement of claim it is alleged and admitted that the Government erected a wharf and it is alleged that the erection of such wharf was a breach of the Government of the provisions of the said verbal agreement and Crown lease. It was contended on behalf of the plaintiff that by the terms of the issue before the Court the defendant had admitted that there had been a breach and that therefore there was an end of the matter. The plaintiff contended that he had only admitted, and not admitted, the erection of the wharf, but that he did not admit the breach, as that was not an act, not, but a mere deduction of law made by the plaintiff, and I am of opinion that such contention is correct. If I had been hearing this case with a jury it is perfectly clear I should not have left the question of breach to the jury. Therefore I think that the plaintiff has failed in their contention. As to the other points raised at the hearing I think that it will be convenient, having decided that the defendant has not admitted a breach, to consider the question as to breach or no breach, reserving the further question raised as to whether this action

is founded on tort or on contract. Taking therefore the plaintiff's contention that this action is founded on contract, it will be necessary to enquire as to what are the general rules to be followed in construing contracts of this nature. It is clearly laid down that in construing grants from the Crown such grants, contrary to the usual rule, are to be construed strictly against the grantee, and that nothing passes except that which is expressed or which is a matter of necessary and unavoidable intention in order to give effect to the claimant's undoubted intention of the grant (see Cockburn, C.J., Feather v. Reg. 6 Best and Smith 283). In the present case the demise in the Crown lease was the right of erecting and maintaining the wharf and nothing else so far as the working of the lease goes. It was argued on behalf of the plaintiff that there must be an implied covenant for free access and quiet enjoyment and that there had been a breach of such covenant by the erection of the wharf which the defendant admitted prevented free access. The defendant contended, firstly, that in accordance with the rule referred to above the grant must be construed strictly as a grant to erect and maintain alone, and nothing could be implied; and secondly, that even if such a covenant might be implied in certain cases yet it could not in this case, as the material had been erected prior to the execution of the Crown lease, and that, therefore, the plaintiff took the lease with the obstruction there. It is true that the lease dates back to a period prior to the execution of the lease, but they made no objection to its erection and took their lease with it beforehand. The plaintiff, however, state that they did not immediately object, because they thought it was only a temporary erection. This explanation is unsatisfactory to me, and I am of opinion that under the circumstances even if such a covenant could ever be implied it ought not to be in this case (see Robson v. Palace Chambers 12 Times L. R. 56). For these reasons I am of opinion that there has been no breach of contract as alleged by the plaintiff. The defendant also contended that the whole action was founded on tort, and that no such action could be brought against the Crown, and quoted Feather v. Reg. (referred to before) where Cockburn, C.J., states:—"It follows that a petition of right which complains of a tortious act done by the Crown or by a public servant by the authority of the Crown discloses no matter of complaint which can entitle a petitioner to redress and that our Code of Civil Procedure, Sec. 478, enacts that claims against the Colonial Government must be of the same nature as claims within the provisions of the Petitions of Right Act, 1860, this action does not lie." Although in the face of my previous ruling it is unnecessary to decide this point, yet I am inclined to think that at all events when these proceedings were first instituted the right of action, if any, was in the nature of an action for trespass, though I have not found a case that goes quite so far. The Attorney-General also referred to Schedule D of Ordinance 15 of 1899, and as there is no evidence before me of the exact date of the commencement of the verbal negotiations between the parties, and as the Crown lease ran from January 1st, 1900, I do not feel inclined to rest my decision on this contention. As the result of the above I find that the defendant succeeds on the issue of law and is entitled to his costs.

The Court adjourned.

POLICE COURT.

Monday, 17th August.

BEFORE MR. T. SHERBOURNE SMITH (POLICE MAGISTRATE).

ALLEGED FORGERY.

Some little time ago a Chinaman named Luk Kan, shroff, to the China Mutual Insurance Company, cashed two cheques for a total sum of \$5,000 at the Hongkong & Shanghai Bank. He was acting on behalf of a friend, a broker named Chan Chin Wan, who, it was subsequently discovered, had forged the cheques. The money was paid over by the Bank and handed by Luk Kan to Chan Chin Wan, who at once hired a launch for \$95 and made straight for Canton. The fact of his flight became known to the police, who were making professional enquiries regarding his whereabouts, and they telegraphed to the British Consul at Canton to arrest the forger when the launch reached its destination. This arrangement was carried out completely, much to the disappointment of Chan Chin Wan, who had evidently overlooked the existence of the telegraph.

Luk Kan, against whom the other prisoner made allegations of complicity, was placed in the dock at the Magistrate's pending investigation of the case; he was defended by Mr. E. J. Grist, solicitor (Messrs. Wilkinson & Grist). The police are now satisfied that he was an innocent agent of the real culprit, and yesterday Chief Detective Inspector Hutton with two charges against the defendant, who is being heard at Canton, where the witness for the prosecution have gone to give evidence.

ASSAULT BY A MARINE. A marine on H.M.S. Albatross was fined \$10 for assaulting the wife of the proprietor of the International Hotel, Queen's Road Central. The premises are undergoing renovation, but the marine failed to notice the legend "Work in Progress" on the walls, and only became aware of the fact that the paint was wet when he came in contact with it. He expressed his views on wet paint and people and things in general in terms that drew a remonstrance from the landlady, whose face he promptly slapped. A Portuguese who witnessed the assault and intervened was similarly dealt with. P. V. Winters took the marine into custody, and on the way to the Central Police Station had a rough-and-tumble with his prisoner, whose arrest was not effected until an Indian constable had lent his assistance. A second charge of disorderly conduct in the street was brought against the defendant, who was asked to pay an additional fine of \$10.

JAPAN AND THE ANGLO-FRENCH RAPPROCHEMENT.

The Times Tokyo correspondent writes as follows:—

The news of the King's visit to Paris and of President Loubet's pending journey to London comes to Japan at a moment when, owing to the Manchurian complication, foreign affairs occupy a prominent place in the nation's thoughts. With regard to Manchuria, it must be admitted that the Japanese have maintained an attitude of calm strength and self-restraint. There is in the question no bitter element which, being still fresh in the memory of the generation that witnessed it and suffered directly by it, has occasionally inspired a note of complaint during the past two months. "By right of conquest," say the Japanese, "we hold the littoral of Shinkiang in 1895. We were driven thence by Russia, France, and Germany, on the explicit plea that the tenure of even a portion of Manchuria by a foreign Power would menace the independence of Korea, for which we had fought; and now in 1903 we are asked to believe that the tenure of all Manchuria by Russia will not involve any such danger. It is too much. If we now raise to Russia's wholesale aggression the same objections that she raised nine years ago to our war-won acquisition of a fraction of the same region, can we be called unreasonable?" Now and again that murmur has been heard, and its utterance has urged their Government to address to Russia a verbatim copy, *mutatis mutandis*, of the dispatch received from her in 1895. But on the whole there has been marked freedom from anything like truculent excitement. In the presence of incidents so disturbing, the nation's self-possessed demeanour conclusively refutes the sinister predictions uttered by Russian and French reserves at the time of the conclusion of the Anglo-Japanese alliance. Among those nationalities the view then formed was that so signal a recognition of Japan's suddenly acquired status would certainly turn her head and inspire unbecomingly overweening tendencies. They thought, and frankly declared that as one of the greatest of Occidental Powers had thus put its casket upon Japan's new title to international respect, her confidence would surely be converted into presumption, and she would become a danger to the peace of the East rather than one of its bulwarks.

It is interesting to contrast these forecasts with present facts. The truth seems to be that intimate association with Great Britain has had a steady effect upon Japan. Previously she had to form an unassisted estimate of the obligations she owed to her recently-obtained international prestige. But by the alliance she gained a comrade whose proofs had been given and whose judgment she could trust. Thus it happened that once or twice recently, when there were symptoms of revolt against Russia's rumoured aggressions in Manchuria, leading journals of Tokyo appealed to the alliance, not as a warrant for violent resistance, but as a source of assurance that whatever the Japanese Government was doing or leaving undone might be assumed to possess the endorsement and co-operation of Downing Street. In short, the alliance has begotten confidence, and confidence naturally begets calm. The news of the Anglo-French rapprochement, on the other hand, created a sentiment of uneasiness in some quarters. There is a pro-Russian clique in Japan, pro-Russian in the sense not merely of deprecating all Russophobia and agitation, but even of advocating an alliance with the northern Power. It is not a large clique, but it has at its head one or two men of marked ability and constant energy, notably Mr. Onuki Yukio, formerly a leader of the Progressist party and until recently one of the most prominent figures in the Seiyukai. Put into a nutshell, the programme of this little band of publicists is that Japan's wisest course would be to agree with her adversary quickly while she is in the way with him. Upon their imagination Russia's steady, uninterrupted march southward exercises a kind of mesmerism influence. In point of impressiveness and menace no comparison is possible between her stupendously successful activity and the passive conservatism of England. Not unnaturally, therefore, the Russophiles see safety in a definite compact with the giant aggressor rather than in the vague potentialities of an alliance with passive England. The difficulty they experience is to reduce their thesis to a working basis. Korea, of course, is the cynosure of Japan's attention. In the three eastern Chinese provinces her material interests resemble those of England—namely, that the locus of the region's sovereignty would not greatly concern her commerce and its borders her settlers. She regards Manchuria as a field where her surplus population may find a livelihood and the products of her industries an outlet. Politically, however, the roots of the question strike a great deal deeper. It seems to many Japanese statesmen that if Manchuria falls into the hands of a strong aggressive Western Power, especially a Power holding Vladivostok, Korea, being situated on the Liaoting-Vladivostok line of communications, must ultimately be added to that Power's dominions. Moreover, the anomaly of Russia's exclusion from a maritime outlet in Europe would be as nothing compared with her tenure of the little accessible littorals of Amur and Liaoning, while Korea, lying midway, with its fine harbours and easy approaches, was closed against her Imperial enterprises. But with Korea in her hands, Russia's batteries would be almost within range of Japanese shores. It was an appreciation of that sequence of certainties that took Japan to Liaoting in 1895, and would have reconciled her to the sacrifices involved in holding the littoral of the Bay of Korea from the Yalu's mouth to Port Arthur. Driven from that position, and threatened with the absorption of Manchuria into Russia's domain, the Japanese have to choose between two policies. One is to maintain the integrity of China's Empire, thus

ensuring Korean independence against assaults from the north; the other to abandon Manchuria to its fate, provided that Korea's sovereignty can be purchased by the sacrifice. The latter is the policy of Mr. Ozaki Yukio and his fellow-thinkers. They have a clear grasp of the general outlines. But the practical details perplex them. There was a time when they frankly advocated a transaction of barter. Russia was to be given a free hand in Manchuria, provided that she promised to efface herself in Korea. What, however, would such effacement signify? If, in consideration of offering no obstacle to Russia's annexation of Manchuria, Japan received nothing beyond a Russian assurance to respect Korean independence, could that be counted a *quid pro quo*? It might have been so estimated at one time, but by the light of recent events faith in St. Petersburg's promises has failed.

Two years ago, however, when her credit stood higher, Russia, encouraged perhaps by her friends in Japan, made an essay. She proposed the neutralisation of Korea. There was a lack of diplomatic tact in the manner of presenting the proposal, but a minor defect of that kind cannot be supposed to have seriously affected the result. The Tokyo Cabinet replied very simply. It said, in effect, that it discerned no reason to distrust the solicitude shown by Russia for Korean independence in connection with the Liaoting affair of 1895, or to doubt the validity of her assurance as to the temporary nature of her own presence in Manchuria. Hence an agreement for the neutralisation of Korea seemed superfluous, nothing menacing the little empire except a display of bad faith which Japan would not be justified in anticipating. After that the advocates of an understanding with Russia ceased to be heard. But they were not discouraged, and just prior to the conclusion of the Anglo-Japanese Alliance their views seemed to find some endorsement in a highly influential Japanese quarter, though that incident remains still among the carefully guarded secrets of diplomacy. Even the Alliance did not wholly disconcert them, and in the Diet's session now concluded a series of questions constructively urging the wisdom of an understanding with Russia. Such questions may not be put to the Ministry unless the signature of at least 30 members are appended. Hence it cannot be denied that the faction has appreciable strength. Here comes in the solicitude caused in some quarters by the news of a probable Anglo-French entente. The pro-Russians may argue that such an entente must either weaken the Franco-Russian alliance—which is antithetical—or tend to bridge the gulf between England and Russia. But every step taken by England towards Russia presents itself to some minds as a step away from Japan, and from that view there is only a little distance to the conclusion that when the time comes, less than three years hence, for renewing or dissolving the Anglo-Japanese alliance, England's policy may be found to have undergone a change and Japan may possibly see herself left out in the cold. Apprehensions of that kind do not seem to be entertained by leading publicists. But it is thought that they are capable of furnishing some arguments to the advocates of a Russo-Japanese understanding. This is merely one of the undercurrents of Japanese opinion. There are no present evidences that it will ever come to the surface with sufficient strength to shake, still less to sweep away, Japan's faith in Anglo-Saxondom. For the rest the news about France and England has evoked only expressions of satisfaction. The rapprochement is assigned a prominent place among the most signal happenings of the past half-century. Its extreme improbability up to the very moment of the King's visit evidently strikes the imagination of Japanese observers. One newspaper, indeed, finds fundamental reasons for the event, and infers the gradual drawing together of Germany and Russia, its estimate being that, just as England and France are bound by ties of civilised liberty, Germany and Russia breathe the same atmosphere of arbitrary government and despotic militarism. But that is a solitary view. The general opinion is that both nations show profound wisdom in recognising that the differences which have separated them in the past are much less vital than the interest which are drawing them together, and that the rapprochement is, therefore, a new guarantee of peace.

THE EXTIRPATION OF RATS.

The Nizam's Government, says an Indian paper, have been furnished with particulars of a report by Dr. Lubock, Chief Medical Officer, Jaipur, that, as to the influence of sulphuric acid and tar in controlling the movements of rats, showing favourable results under particular conditions. A similar experiment was tried at Guntakal by Dr. Marshall, in charge of the Plague Camp there. He states that he obtained such variable replies to his queries as to the existence of rats after treatment in the camp, that he gave up any attempt at registering results, but that in the case of his own house, where he had formerly much trouble with rats, after the use of the mixture it had been completely rid of them. A mixture of sulphuric acid and tar in the proportion of one of the former and nine of the latter was prepared, and one kerosene oil-tin of the mixture was supplied to the plague hospital and the surrounding sheds, as it was believed that rats lived in the numerous holes found near a prickly pear fence around the camp. A regular plan of campaign lasting for three hours was adopted, and 130 holes were liberally treated with the mixture. The Observation Camp was next tickled, and all the holes, both in and out of the camp, were treated with the mixture. The results were successful; not a single rat has been seen in the Plague Camp up to ten days after the application, and the number infesting the Observation Camp has been greatly reduced. The want of complete success in the latter instance he attributed to the difficulty of getting at the remaining rats, which inhabit no special holes, but roam at large in the spaces between the mats making up the walls. Repeated applications, however, will, it is certain, effect complete extirpation.

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[33]

THE S.S. "CLAVERING" ASHORE AT HONOLULU.

From the Hawaiian Gazette of date 21st July we take the following account of the mishap to the China Commercial Co.'s s.s. Clavering:—

The steamship Clavering (Captain Barton) from Hongkong, and thirteen days from Yokohama, with freight and a large number of Chinese coolies for Mexican ports, was reported off port about ten o'clock last night and about an hour later was reported ashore on the reef.

The Clavering struck the reef between the bell buoy and the spar buoy. She commenced blowing her whistles at once and two red lights were hoisted to the mast-head. The vessel had pushed her nose hard up on the reef and was apparently in a pretty bad fix, although there was but a light sea running last night. Pilot Lorenzen went out to the steamer immediately and after securing a report of the vessel's condition put back to town for assistance. About the time that Pilot Lorenzen reached the vessel the steamer Lehua arrived with the Board of Health party from Malakal. The Captain of the Lehua got alongside the distressed steamer and offered assistance, but aside from saying that he wished to have his plight reported to the agents in Honolulu and that he was evidently hard on the reef, Captain Barton did not require any further assistance of the Lehua.

The agents of the vessel, Messrs. W. G. Irwin & Co., were notified, but at one o'clock this morning the tag had not yet got under way to go to the Clavering's assistance.

The Clavering is a British vessel of 2,155 tons. She was recently chartered by the new China Commercial Company and was making her initial voyage on the run for this company from Oriental ports to Honolulu, Manzanillo, Mexico, and San Francisco. She has a large number of coolies on board and freight for Mexico, and is said to have about 1,500 tons of freight for Honolulu. This is the first vessel of the line to call at this port.

It could not be learned last night how the vessel happened to get ashore. Some mistakes must have been made regarding the shore lights. At the time of the accident there were some twenty or more Japanese sampans off port, all burning bright lights, but the steamer got in much closer to the shore than these lights. The Clavering was lucky in that she struck the reef on a calm night. Early this morning it was reported that the vessel was not pounding much and that her chances for getting off were good.

Trouble was feared from the coolies as they are known to be of the worst class. They are recruited from the Yangtze river, where many of the Boxer outbreaks occurred. Recently a party of 840 coolies from the same district caused a riot aboard the China Commercial steamer Ching Wo while lying at a Mexican port in quarantine. Officers of the Lehua stated that the best of order, however, prevailed on the Clavering while they were alongside last night. There was but little excitement aboard the vessel.

The tug Charles Connelman got under weigh and left the naval dock at half-past one o'clock this morning. At two o'clock she was working on the Clavering in an effort to take her off the reef.

GENERAL V. VOLUNTEER COLONEL.

The curious case of Colonel Reay, news editor of the Melbourne Evening Herald and its war correspondent in South Africa, has come to a termination which must be satisfactory to him. A series of military articles published in the Herald gave offence to General Sir E. Hutton, the commander of the Commonwealth forces. The general summoned the colonel to appear before him and asked him a number of questions as to the authorship of the articles, how far he was responsible for their insertion, whether he regretted their publication, &c. To all these interrogatories the colonel refused to make any reply, contending that in his journalistic capacity he was responsible to his employers alone. The general thereupon relieved the colonel of the command he held in the Victorian Mounted Rifles. The papers in the case have been presented to the Commonwealth Parliament. It seems that Colonel Reay applied to be retired with permission to retain his rank and wear his uniform. General Hutton refused to recommend the granting of this application on the ground that the colonel had expressed no regret for the publication of the articles. But the Ministerial head of the Commonwealth Military Department, Sir John Forrest, took a different view. In his minute Sir John said there was nothing to connect Colonel Reay with any certainty with the Herald articles, and the colonel could hardly be expected to injure his position with his employers by expressing an adverse opinion on what had appeared in the paper. "It would be difficult," added Sir John Forrest, "to hold an officer of the citizen forces, earning his living on a newspaper, responsible for what appears in it unless it is established that he is knowingly a party to an attack subversive of discipline, for to do so would prevent anyone employed on the Press becoming a citizen soldier." Sir John concludes his minute with the decision: "I therefore feel unable to deny to Colonel Reay, on retirement after seventeen years' exemplary service, the right to retain his rank and wear his uniform."

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TELEGRAMS: "CARMICHAEL," HONGKONG. A. B. C. Code, 4th Edition. A. 1 Code. Lieber's Standard Code. TELEPHONE, 232. Hongkong, 20th June, 1903. [177]

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WM. McMURRAY, Acting Manager. Hongkong, 10th August, 1903. [2257]

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CHINESE RISKS.
HOTZ, SJACOB & CO.,
Hongkong, 1st September, 1902. [2327]

THE BOMBAY FIRE AND MARINE INSURANCE COMPANY, LIMITED.
The Undersigned, having been appointed
AGENTS for the above Company, are
prepared to accept RISKS at Current Rates.
HOTZ, SJACOB & CO.,
Hongkong, 30th July, 1903. [2169]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.
INCORPORATED 1851.
Cash Security £265,719
Total Losses Paid £26,769,240

THE Undersigned having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.
W. M. MEYERINK & CO.,
Hongkong, 18th May, 1903. [144]

SALAMANDER FIRE INSURANCE COMPANY.
The Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.
HOTZ, SJACOB & CO.,
Hongkong, 2nd April, 1900. [15]

NORTHERN ASSURANCE CO.
ESTABLISHED 1836.
The Undersigned Agents of above Company
are prepared to accept First-class Foreign
and Chinese RISKS against FIRE at Current
Rates.
TURNER & CO.,
Hongkong, 14th January, 1903. [216]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
TOTAL FUNDS AT 31st DECEMBER, 1902.
£16,378,771.

I. AUTHORIZED CAPITAL £20,000,000 0 0
SUBSCRIBED CAPITAL 2,750,000 0 0
PAID-UP CAPITAL 887,500 0 0
II. FIRE FUNDS £267,215 11 10

The Undersigned, having been appointed
AGENTS for the above Company, are pre-
pared to ACCEPT RISKS against FIRE at
Current Rates.
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 19th June, 1903. [1888]

THE STATE FIRE INSURANCE COMPANY, LIMITED, OF LIVERPOOL.
The Undersigned AGENTS of the above
Company are prepared to ACCEPT
RISKS against FIRE at Current Rates.
W. G. HUMPHREYS & CO.,
Hongkong, 3rd August, 1903. [2185]

SCIENTIFIC MISCELLANY.

CHALDEAN IRRIGATION—FREEZING IN WARM AIR—HAT-PLUME FARMING—NEW VIEWS ON THE WINDS—EARTH-FOUNDING MADE SAFE—ITALIAN SCIENCE—REMARKABLE PERFORMING—FEAT AS A BUILDER'S MATERIAL—HOT-WATER LIFE.

Between Bagdad and the Persian Gulf, about 500 miles along the Tigris, is a desert in which Sir William Wilcocks finds the same engineer-
ing opportunities that are being improved in Egypt. As late as 970 A.D., this land of Chaldea was made one of the most fertile and prosperous centres of agriculture through a great irrigation system, with a main canal 250 miles long and an immense number of subsidiary canals. For the first ten miles the great canal, with a width of 65 feet, was cut through hard conglomerate rock to a depth of 50 feet. With neglect of the works, the main stream of the Tigris became diverted, the old bed of the river filled up, the irrigation system fell into ruin, and only mounds on the barren plain mark the sites of the ancient villages. To reclaim nearly three million acres by a new irrigation system is Sir William's hope.

The freezing of leaves and buds on clear spring nights when the air-temperature is above freezing-point has been superstitiously looked upon as an effect of the moon's light. An English experimenter finds that, while all objects have the temperature of the surround-
ing air on cloudy nights, rapid radiation may produce a difference on clear nights, and a piece of cotton proved to be a° times six and even eight degrees colder than the air. Plants may be similarly chilled below freezing, with the air above.

Pointing out the need of protecting egrags, or white herons, an English naturalist calls attention to the possibility of egrag-farming. This has been successfully established at Tunis, and as egrag-plumes are worth more than their weight in gold, the profits from cutting the feathers from the birds should be large.

Certain balloon explosions are attributed by W. de Fonville to electric sparks as the aeronaut grasps the valve-rope. The use of gloves in stormy weather is suggested.

The general circulation of the atmosphere has been outlined from a late report by H. Hildebrandson, the Upsala meteorologist. Above the thermal equator, and constant throughout the year, is an eastern current, which carried the dust of the Krakatoa eruption of 1883 around the world from east to west in 12 to 13 days, showing an average velocity of 37 metres per second. Above the region of trade-winds is an upper contra-trade-wind current, from the southwest in the northern hemisphere and the northwest in the southern hemisphere. The contra-trade wind current gradually deviates until it becomes a western current above the biometric maximum of the tropics, and at the crest of this high pressure it descends to feed the trade winds. Near the equator are regions belonging to the belt of equatorial calms at one part of the year and to the trade winds at another, with a corresponding over-
lying monsoon extending the contra-trade wind in winter and the equatorial eastern current in summer. The high pressure of the tropics steadily diminishes toward the poles, and the air of the temperate zones is drawn into a vast polar whirlpool turning from west to east, the alpine movement reaching upward at least 10 or 11 miles. The influence of surface irregularities mostly disappears at the height of the lower or intermediate clouds.

Few trades, if any, are more dangerous to health than brass-casting, on account of the fumes of zinc oxide that surround the workman on pouring the metal. In the new apparatus of W. Lyles, a Birmingham brass-founder, the melting-pot is covered with a hood, which leads to the outer air through a length of flexible

MEN WILL BE BOYS.
In the excitement of a lively exercise like boat-racing or ball-playing they will strain their muscles and go home limping and sore. Then they are glad they have Perry Davis' Painkiller on hand to soothe the quivering nerves; to penetrate the muscles with warmth and healing power. It has relieved the pain of two generations of Americans.

tubing and a galvanised iron pipe, and both skimming and pouring are done under this hood. The foundry is kept free of poisonous fumes, while the zinc oxide condenses in the iron pipe and is collected and utilised.

Meteorology owes its origin to Italy, which, as Dr. H. C. Bolton notes, produced every one of the fundamental instruments now used in weather observations. The hygrometer was invented about 1450 by Nicolas de Cusa; anemometer, 1578, by Egnatio Danti; thermometer, 1595, by Galileo; rain-gauge, 1639, by Cartelli; barometer, 1643, by Torricelli.

A common method of extracting perfume from flowers is "enfleurage," which consists in placing the blossoms in contact with purified lard for a few days. When saturated with the perfume, the lard itself may be used, or the essential oil may be extracted under strong alcohol. The process being tedious, many attempts—mostly unsatisfactory—have been made to obtain the essential oil direct from the flowers by means of light petroleum. A curious recent discovery is that perfume-making still goes on in the flowers during enfleurage, and Dr. Albert Hesse reports that a ton of tuberose blossoms only yielded 66 grams of oil by petroleum extraction, but gave up 801 grams to the enfleurage fat in enfleurage and yielded 78 grams more when the fadé blossom-were distilled. The flowers appear to have contained more perfume after exhaustion by enfleurage than when first gathered.

The new peat wood of Joseph Hemmerling, of Dresden, takes a high polish, and is 33 to 50 per cent cheaper than oak. It is especially recommended for panels, parq-
t-flooring, and ceilings. The material is produced by adding to the wet peat some binding material up to five per cent of its total weight, then forming into cylinders under high pressure, and finally drying at a high temperature for four or five days.

An effort to determine from geysers the upper temperature limit of life has led Prof. W. A. Setchell to conclude that no animals exist in strictly thermal waters, or those heated above 45 deg. C. or 45 deg. C. (109 deg. or 113 deg. F.). A filamentous plant, one of the bacteria, was found at 89 deg. C. and a few other simple forms were found at 77 deg. and below. How the protoplasm of these organisms is made to resist the coagulation that usually destroys life at a little above 40 deg. C. is not clear.

It has been noted that vessels may float down-stream faster than the water. The explanation is that both the water and the floating object are being pulled down hill by gravity, but the water is much more retarded by friction.

LARGEST SALE OF ANY DENTIFRICE.
**CALVERT'S
CARBOLIC
Tooth Powder.**

A unique and efficacious preparation for cleaning the teeth and strengthening the gums.
F. C. CALVERT & Co., Manchester, Eng.

ROYAL AERATED WATERS
MANUFACTORY.

If you want a drink of health,
If 'tis true that health is wealth,
If you'd take your proper place,
If for health you'd join the race,
Always with a smiling face,
Where you can get good drink I guess,
Pure water we always use,
Essences of drinks from which to choose,
Our list of drinks will you amuse
Apply to—
F. P. DANENBERG, Manager,
Factory & Office—West Point; Telephone 367
Depot—100 House Street; Telephone 374.

Novel Specialties. Best in the Far East
Refreshing and invigorating drinks of the
season. Just Produced. Long-Life, Non-Intoxi-
cating and Excellent Beverages.
Hot-Drinks, Winter, Stout, Strawberry,
Gubilee-Champagne, Orange Champagne, Hop
Ale. [11-2]

WM. POWELL, LD.,
GENERAL DRAPERS, HIGH-CLASS DRESSMAKERS, AND
GENTLEMEN'S OUTFITTERS,
28 & 34, QUEEN'S ROAD.

LADIES' AND CHILDREN'S DEPARTMENTS,
OPPOSITE THE POST OFFICE (FIRST FLOOR UPSTAIRS).

GENTLEMEN'S DEPARTMENT,
28, QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL).

WM. POWELL LD.
JUST RECEIVED.

A shipment of
PORCELAIN CIGAR CASES
for household use. Capacity—One and Two Hundred Cigars each.
Guaranteed to keep Cigars dry in a damp climate and moist in a dry climate, combin-
ing ability with beauty and security, with a perfect preservation of Cigars. Would be pleased
to have you inspect these PORCELAIN CIGAR CASES.

KRUSE & CO., CONNAUGHT HOUSE.

NOBEL-GLASGOW EXPLOSIVES.

DYNAMITE,
GELATINE-DYNAMITE,
BLASTING GELATINE AND GELIGNITE,
DETONATORS, SAFETY FUSE,
AND ALL BLASTING ACCESSORIES.

MAGAZINES AND DEPOTS AT
HONGKONG, SHANGHAI, WEIHAWEI.

AGENTS—
JARDINE, MATHESON & CO.

JAPAN COALS.

**mitsui BUSSAN KAISHA
MITSUI & CO.**

HEAD OFFICE—1, SUGA-CHO, TOKYO;
LONDON BRANCH—34, LANE STREET, E.C.
HONGKONG BRANCH—PRINCE'S BUILDINGS, 100 HOUSE STREET

OTHER BRANCHES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai,
Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka,
Yagaya, Osaka, Kobe, Kure, Shimoda, Moji, Wakamatsu, Karatsu, Nagasaki,
Kushimoto, Sasebo, Maizuru, Miike, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A. 1 Codes)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail
and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Hokoku, Hondo, Kamaoka, Fushimatsu, Mameda, Manasawa, Onoura Ogasu,
Sasahara Tsubakuro, Yoshinotani, Yoshio, Yanokubo, and other Coals.
N. INUZUKA, Manager, Hongkong.

UNTOUCHED BY HAND.
**MELLIN'S
FOOD**
For INFANTS and INVALIDS.
MELLIN'S FOOD is free from Starch
When prepared is similar to Breast Milk.
MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

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VIEWS OF HONGKONG
ILLUSTRATED POST CARDS
Coloured, Write-Away Cards, &c.
For Sale at GRACA & CO.'s Stall at
HONGKONG HOTEL CORRIDOR.
Also
Used and Unused Foreign and Colonial
POSTAGE STAMPS
in Sets, Packets or Single. King Edward VII
Albums, Catalogues, Rings, &c., &c., &c.
Inspection invited.
Hongkong, 12th June, 1903. [2011]

PURE FRESH WATER
THE HONGKONG STEAM WATER-
BOAT CO., LD., is prepared to supply
ANY QUANTITY of PURE FRESH
WATER to the Shipping, both for Deck and
Boilers.
Call Flag W.
J. W. KEW,
Manager,
1st Floor, 37, Connaught Road,
Hongkong, 13th June, 1903. [1703]

CARBOLINEUM-AVENARIUS
USED FOR OVER 25 YEARS.

Throughly reliable preservative for Wood
and Stone against White Ants, Decay, Fungus
Rot, and Dampness.
LUTGENS, EINSTAMANN & CO.,
Sole Agents for China.
Hongkong, 1st July, 1902. [8901]

BEYER, PEACOCK & CO.,
LIMITED.

Gorton Foundry, Manchester.

ESTABLISHED IN 1854.

LOCOMOTIVE ENGINES
ADAPTED TO EVERY GAUGE AND VARIETY OF SERVICE.
Also ELECTRICAL LOCOMOTIVES and MACHINE TOOLS.

CRANE LOCOMOTIVES FOR
LIFTING AND SHUNTING.
RACK RAIL LOCOMOTIVES,
YARD ENGINES, &c.
WHEEL AND OTHER LATHES,
MILLING MACHINES, DRILLS,
PLANERS, SLOTS, &c.

WORKMANSHIP AND MATERIAL UP TO THE HIGHEST STANDARD OF EXCELLENCE.
STEEL FOUNDRY for casting Wheel Centres and other parts of Locomotives. Also general CASTINGS & FORGINGS.

OCEAN STEAM SHIP CO., LD

AND

CHINA MUTUAL STEAM NAVIGATION CO. LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

| FROM | STEAMSHIP | DATE |
|-----------------------|-------------|------------------------|
| GLASGOW and LIVERPOOL | "PINGSUEY" | On 20th August. |
| GLASGOW and LIVERPOOL | "GLAUCUS" | On 26th August. |
| GLASGOW and LIVERPOOL | "DEUCALION" | On 4th Sept. on board. |
| GLASGOW and LIVERPOOL | "AGAMEMNON" | On 9th September. |
| GLASGOW and LIVERPOOL | "JASON" | On 17th September. |
| GLASGOW and LIVERPOOL | "PAK LING" | On 23rd September. |
| GLASGOW and LIVERPOOL | "CALCHAS" | On 1st October. |

| FOR | STEAMSHIP | TO SAIL |
|--------------------------------------|-------------|--------------------|
| MAUSSELES, LONDON and ANTWERP | "TYDEUS" | On 18th August. |
| LIVERPOOL with TRANSPORT (SINGAPORE) | "TYDEUS" | On 18th August. |
| MAUSSELES, LONDON and ANTWERP | "NESTOR" | On 1st September. |
| MAUSSELES, LONDON and ANTWERP | "KINTUCK" | On 15th September. |
| LIVERPOOL | "PINGSUEY" | On 22nd September. |
| MAUSSELES, LONDON and ANTWERP | "GLAUCUS" | On 29th September. |
| MAUSSELES, LONDON and ANTWERP | "AGAMEMNON" | On 13th October. |
| LIVERPOOL | "JASON" | On 20th October. |
| MAUSSELES, LONDON and ANTWERP | "PAK LING" | On 27th October. |

| FOR | STEAMSHIP | TO SAIL |
|--|-------------|-------------------|
| VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA | "DEUCALION" | On 6th September. |
| "TELEMACHUS" left Tacoma on the 6th inst., for Japan ports and Hongkong. The s.s. "PINGSUEY" left Singapore on the 16th inst., and is due here on the 20th inst. | "CALCHAS" | On 2nd October. |

For Freight, apply to
BUTTERFIELD & SWIRE, AGENTS.
Hongkong, 13th August, 1903. [10-12]

| FOR | STEAMSHIP | TO SAIL |
|--------------------|------------|--------------------|
| SHANGHAI | "WHAMPOA" | On 18th August. |
| MANILA | "HAIFONG" | On 19th August. |
| IOLOLO | "WUCHANG" | On 20th August. |
| CHU and IOLOLO | "HUNAN" | On 22nd August. |
| CHEFO and TIENTSIN | "KWEITANG" | On 26th August. |
| MOBILE | "CHANGSHA" | On 14th September. |

The attention of passengers is directed to the superior accommodation offered by these steamships, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is on board.

* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

* Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage apply to
BUTTERFIELD & SWIRE, AGENTS.
Hongkong, 18th August, 1903. [11]

| STEAMSHIP | TONS | CAPTAIN | FOR | SAILING DATE |
|-----------|------|--------------|---------------------|------------------------|
| PERLA | 1830 | J. McGinty | Manila, Hilo & Cebu | Sat. 22nd Aug. 10 A.M. |
| ZAFIRO | 2540 | R. Hodge | Manila Direct | Th. 27th Aug. 10 A.M. |
| REUBEN | 2540 | R. W. Almond | Manila Direct | Sat. 29th Aug. 10 A.M. |

For Freight, or Passage apply to
SHEWAN, TOMES & CO., GENERAL MANAGERS.
Hongkong, 15th August, 1903. [17]

| STEAMSHIP | TONS | CAPTAIN | FOR | SAILING DATE |
|----------------|------|--------------|------------------------------------|--------------|
| "ROSETTA MARU" | 3876 | H. S. Smith | Thursday, 20th August, at 4 P.M. | |
| "ROHILLA MARU" | 3859 | E. P. Bishop | Wednesday, 26th August, at 11 A.M. | |

For Freight or Passage, apply at this Company's Office, 3, Queen's Building, Ice House Street.
K. NAKASHIMA, Manager.
Hongkong, 18th August, 1903. [178]

| STEAMSHIP | TONS | CAPTAIN | TO SAIL ON |
|--------------|------|---------------------|--------------------|
| "INDRAPURA" | 4899 | A. E. Hollingsworth | August 20, 1903 |
| "INDRASAMHA" | 5197 | W. E. Craven | September 13, 1903 |
| "INDRAVELLI" | 4899 | R. P. Craven | October 14, 1903 |

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
ALLAN CAMERON, GENERAL AGENT.
Hongkong, 11th August, 1903. [14]

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, CALCUTTA, BOMBAY, ADEN, DUEBOUT, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 25th August, 1903, at 1 P.M., the Company's Steamship "GALEDONIAN," Captain Marcellini, with Mails, Passengers, Space and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSIT.

This Steamship connects at COLOMBO with the Australian line s.s. "Armadillo" bound for MARSEILLES via BOMBAY & ADEN.

Cargo and Space will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on Monday, the 24th August. Special and Parcel receipts until 4 P.M. on the same day. No Cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.
Hongkong, 13th August, 1903. [2]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at TIMOR, PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship "EMPIRE," Captain P. T. Helms, will be despatched for the above ports on WEDNESDAY, the 26th inst. at 10 A.M.

This well-known Steamer is specially fitted for Passengers, and has a refrigerating chamber, which ensures the supply of fresh provisions, ice, &c., throughout the voyage.

The Steamer is installed throughout with the electric light.

A stewardess and a duly qualified surgeon are carried.

N.B.—To assure the additional comfort of passengers, the Steamship of the Company have electric fans fitted in the saloons.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO., AGENTS.
Hongkong, 5th August, 1903. [2204]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"VALETTA," Captain W. B. Palmer, R.N., carrying His Majesty's Mails, will be despatched from this Port for Bombay, etc., on SATURDAY, the 29th AUGUST, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transshipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of parcels are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to
E. A. HEWETT, Superintendent.
Hongkong, 18th August, 1903. [1]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG, 1903.

| | |
|-----------|-----------|
| "MOGUL" | 31st Aug. |
| "BRAEMAR" | 10th Sep. |
| "SATSUMA" | 23rd Sep. |
| "SHIOSA" | 10th Oct. |

For Freight and further information, apply to
DODWELL & CO., LD., AGENTS.
Hongkong, 12th August, 1903. [1125]

CHINA NAVIGATION CO., LIMITED.

HONGKONG-MANILA. REDUCED SALOON PASSAGE MONEY.

SINGLE, \$20; RETURN, \$35.

STEAMERS FITTED THROUGHOUT WITH ELECTRIC LIGHT. FIRST CLASS ACCOMMODATION. UNRIVALLED TABLE. DULY QUALIFIED SURGEON CARRIED.

BUTTERFIELD & SWIRE, AGENTS.
Hongkong, 4th July, 1903. [1964]

HONGKONG-MACAO LINE.

S.S. "WING CHAI," Captain Samuel Bell Smith.

DEPARTURES from Hongkong, on week days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao (week days) at about 2 P.M. and (Sundays) about 8 P.M.

FARE—(week days) 1st Class (including cabin and servant), \$3. Return Ticket \$5. 2nd Class \$1.50. Return Ticket \$2.50. 3rd Class \$1. Return Ticket \$1.50.

On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Dinner and Dinner either on board or at Macao Hotel \$5.

What—Opposite Central Market.

The Steamer runs as Excursion Trip Every Sunday in Summer.

SAM WANG & CO., LD., 31, Queen's Road Central.
Hongkong, 25th July, 1903. [2112]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENT in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports of SOUTH AFRICA, in connection with the CHINA STRAIT NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailing from CALCUTTA for CAPT. PORTS every fortnight. For Freight and further particulars, apply to

DODWELL & CO., LIMITED, General Agents for China and Japan.
Hongkong, 4th August, 1897. [8]

NOTICE TO CONSIGNEES FROM HAMBURG, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE H.A.L. Steamship "ANDALUSIA," Captain von Dühren, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day, the 14th inst.

Any Cargo impeding the discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undischarged after the 21st inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st inst. at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE, Hongkong Office.
Hongkong, 11th August, 1903. [2291]

NOTICE TO CONSIGNEES.

STEAMSHIP "INDRAPURA," FROM PORTLAND (O.), YOKOHAMA, KOBE, AND MOI.

Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by me in any case whatever.

ALLAN CAMERON, General Agent.
Hongkong, 15th August, 1903. [14]

"GLEN" LINE OF STEAMERS. FROM MIDDLESBRO, ANTWERP, LONDON AND STRAITS.

THE Steamship "GLEN TURRIT," having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 22nd inst. will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised.

MCGREGOR BROS. & GOW, Hongkong, 15th August, 1903. [2413]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Company's Steamship "PERSIA," having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, where delivery may be obtained.

This Vessel brings Cargo—From Venice ex s.s. *Venezia*, transhipped at Trieste.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the undersigned before Noon, on the 21st of August, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 21st of August will be subject to rent.

Bills of Lading will be countersigned by **SANDER, WIRLE & CO., AGENTS.**
Hongkong, 14th August, 1903. [43]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship "CHUSAN," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo—From London, &c., ex s.s. *Himalaya*. From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M. To-day, the 13th inst.

Goods not cleared by the 20th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at a appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.
Hongkong, 13th August, 1903. [1]

FROM HAMBURG, PENANG, AND SINGAPORE.

THE N.D.L. Steamship "KONIGSBERG," Captain Meyer, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day, the 11th inst.

Any Cargo impeding the discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undischarged after the 18th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th inst. at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE, Hongkong Office.
Hongkong, 11th August, 1903. [2269]

OCEAN STEAMSHIP COMPANY, LIMITED, AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer "NINGHOW" are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 13th inst.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 22nd inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undischarged after the 22nd inst. will be subject to rent.

No Fire Insurance against the Steamer must be presented to the Undersigned on or before the 25th inst., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, AGENTS.
Hongkong, 14th August, 1903. [10-12]

OCEAN STEAMSHIP COMPANY, LIMITED, AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer "KINTUCK" are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 13th inst.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.


All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 17th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undischarged after the 17th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 20th inst., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, AGENTS.
Hongkong, 13th August, 1903. [10-12]



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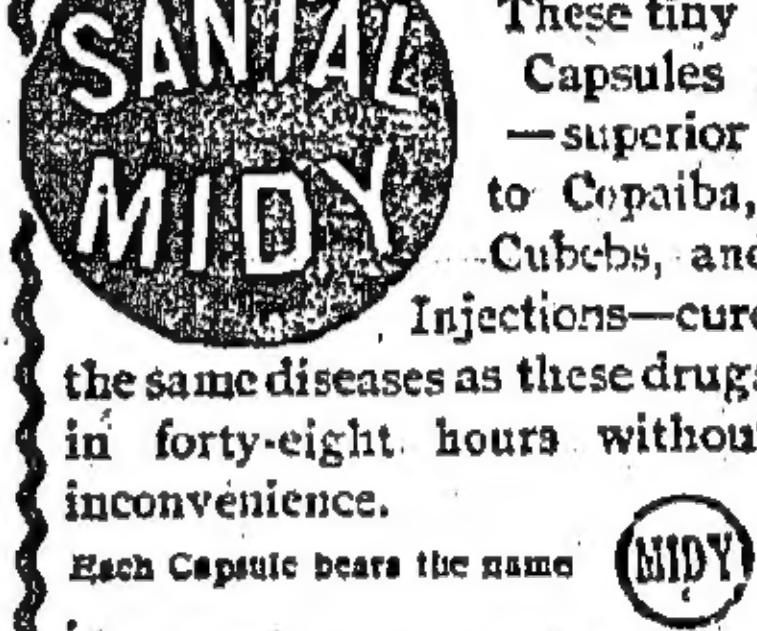
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